(No Model.)

D. M. KIRKPATRICK.

SAFETY TRUCK FOR RAILWAY CARS.

No. 272,267. Patented Feb. 13, 1883.

Fig. 1.

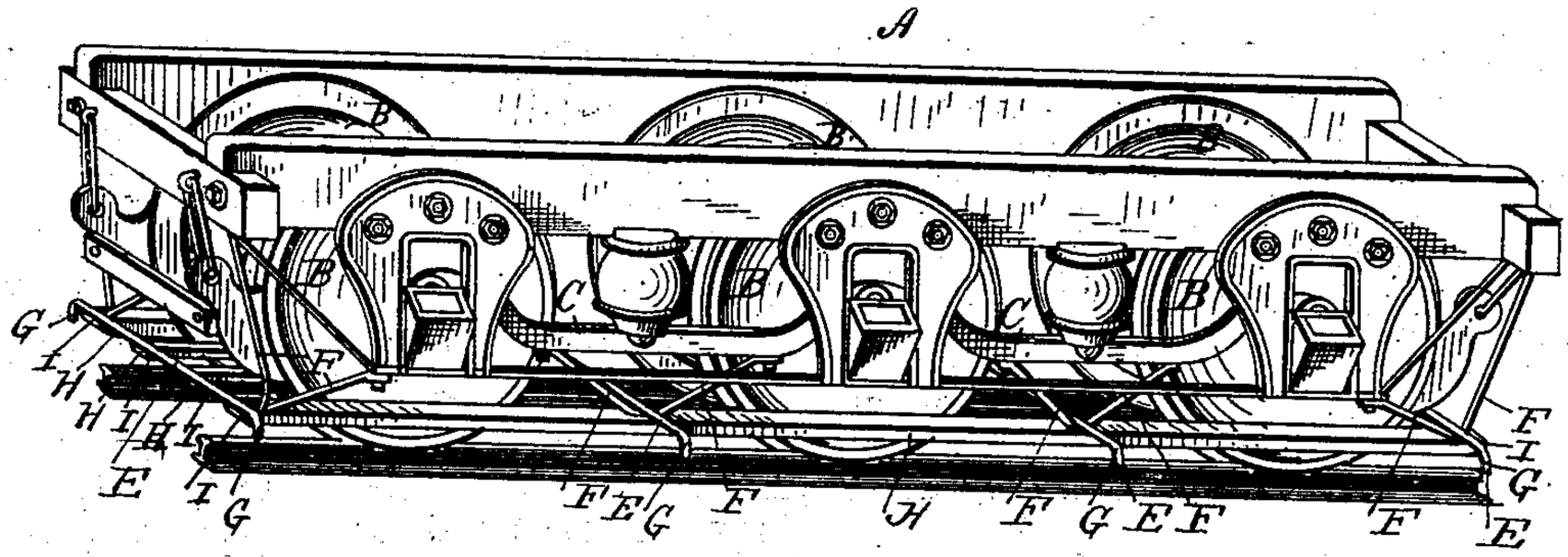


Fig. 2.

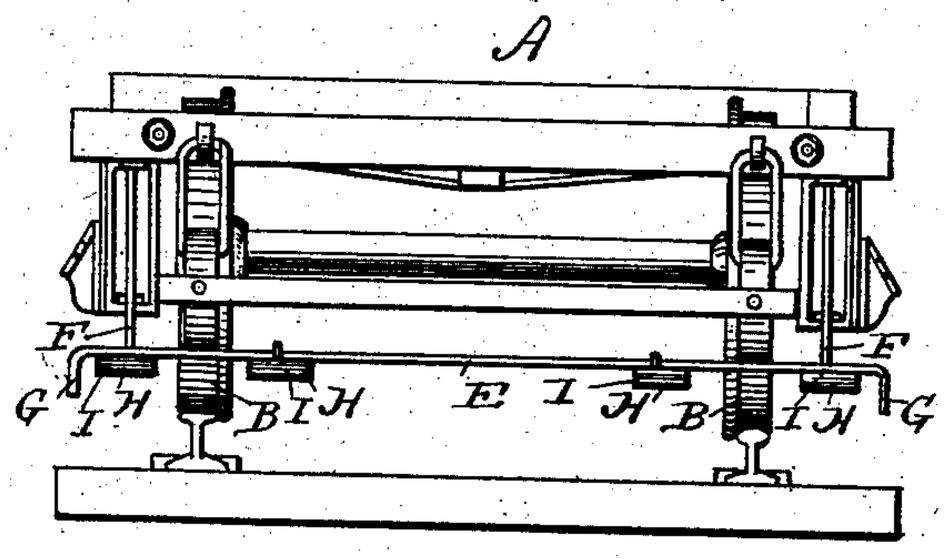
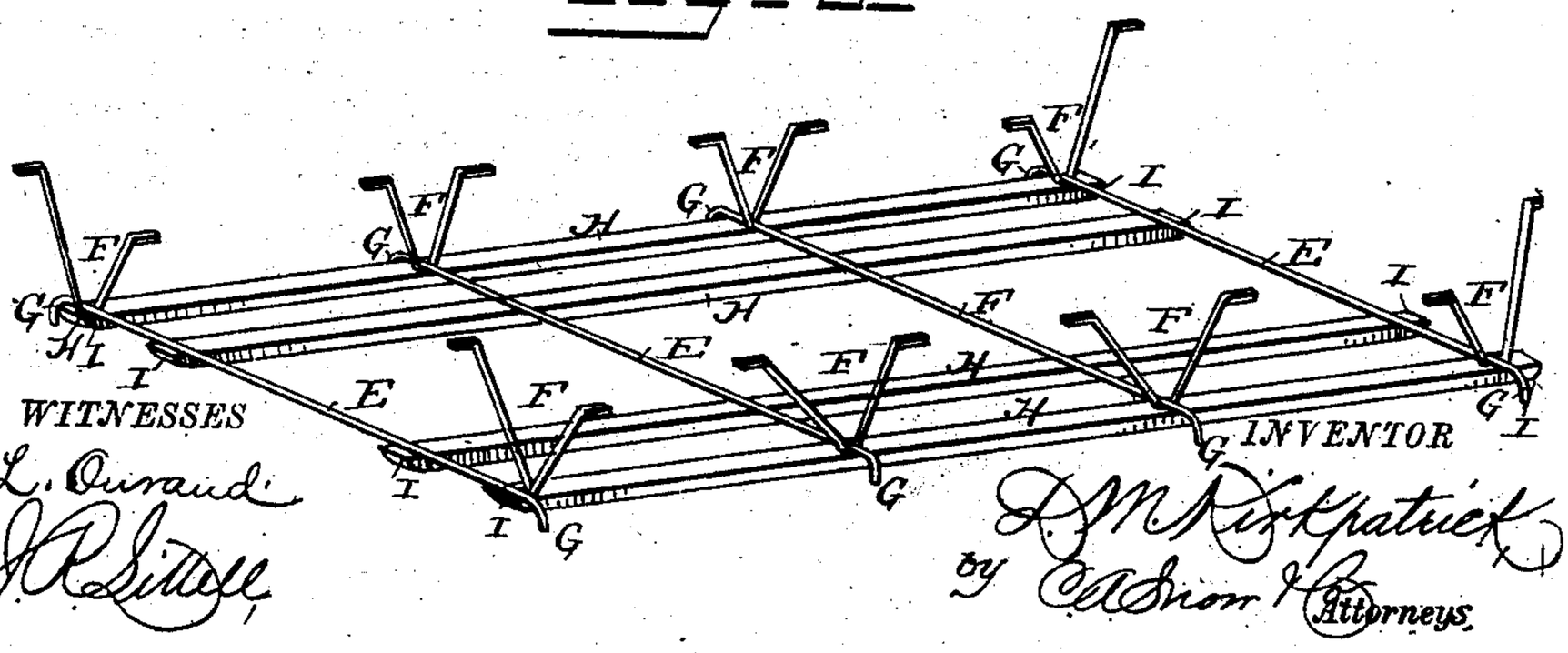


Fig. 3.



WITNESSES

F. L. Ouraud

J. R. Sitler

INVENTOR

D. M. Kirkpatrick

by Edson & Co. Attorneys

UNITED STATES PATENT OFFICE.

DAVID MARION KIRKPATRICK, OF KANSAS CITY, MISSOURI.

SAFETY-TRUCK FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 272,267, dated February 13, 1883.

Application filed December 12, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID MARION KIRKPATRICK, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented a new and useful Safety Attachment to Car-Trucks, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to a safety attachment or bed that is to be applied to a car-truck to prevent the car from being derailed, and has for its object to provide a simple and efficient device that can be readily applied to any kind of cars or car-trucks.

In the drawings, Figure 1 is a perspective view of a car-truck equipped with my safety attachment. Fig. 2 is an end view of the same. Fig. 3 is a perspective view of the safety-bed detached.

Referring to the drawings, A designates the truck, which may be of any desired construction, carrying the wheels B, and having the arched bars C D at each side.

E designates a number of cross-rods that are arranged between the pairs of wheels and at the ends of the truck. These cross-bars are suspended some inches above the rails by suitable brace or bracket rods, F, that extend from the cross-rods up, and are secured to the arched bars of the truck, and the ends of the cross-bars project some distance over the rails, a downwardly-extending flange, G, being provided at their outer ends, which corresponds with the flange of the wheels.

To the cross-bars E are secured a series of longitudinal plates, H, that are of sufficient width to serve the function of runners in case of accident. These plates H are arranged in parallel pairs, one pair being at each side of the truck and inclosing the wheels at its side. The ends I of runners H are preferably beveled, to facilitate their operation in case of accident, and they may also be provided with rollers on their under surface.

The operation and advantages of my invention are obvious. Should a car equipped with my improved safety attachment jump or leave the track, it will be caught by the flanges of the safety-bed to prevent serious lateral displacement, and the runner-plates, which will then support the car, will be drawn over the rails until a stop ensues. In passing over a broken or displaced rail or other obstruction that will cause the wheels to leave the track, the car will simply drop down on the safety-bed and the runner-plates of the latter will slide and support the car, so that damage to the latter is obviated. As the safety-bed holds the car near and parallel with the track, it can be readily replaced in position on the rails.

I claim as my invention—

1. The herein-described improved safety attachment to car-trucks, comprising, in combination, the pairs of longitudinal flat runners H, the cross-rods E, arranged at each end of the runners H, and intermediately thereon, with their ends projecting some distance from the latter, and turned down to some distance below the said runners to form flanges corresponding to the flange of the wheel, and bracket-rods F, extending from the cross-rods up, as set forth.

2. The combination, with a car-truck, of transverse rods suspended therefrom, so as to be some distance above the track and project out over the same, the ends of the rods being provided with downwardly-extending flanges, and pairs of longitudinally-disposed runner-plates arranged at each side the wheels, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

DAVID MARION KIRKPATRICK.

Witnesses:
W. J. STRONG,
WILLIAM H. BROWN.